

MAY COME HERE TO TAKE MOVIES

Eclair Company Has Orders Out to Get Up Two More Companies, One of Which May Come to City of Phoenix

Webster Cullison, general director for the Eclair motion picture companies that have been operating at Tucson for the past few months, was in the city yesterday en route to Tucson from Prescott where he went to spend the Fourth of July and take in the Frontier Days celebration for the weekly features of the Universal combination.

Mr. Cullison was surprised at Phoenix. The city showed him more city ways than any town that he has visited since he came west. He was charmed with the wide streets, spacious boulevards, and the settings in general. The beauty of the place attracted him also. He was driven to Riverside Park as a part of his visit and when he saw the pool remarked how good it would be for a picture of aquatic events.

He also let it be known that he had been instructed to organize two more companies for work in Arizona under his direction, and it is quite likely that one of them will be located here. When asked how much financially a motion picture company meant to a town of this size he stated that since being at Tucson he had paid out in salary and expenses over one hundred thousand dollars.

Mr. Cullison left for Tucson last night but will return to Phoenix in the course of a week or two for further investigation.

ANOTHER ROMANCE FOR SOCIETY GIRL



Cecelia May.

The announcement of the engagement of Miss Cecelia Jacquelin May, the youngest daughter of Colonel and Mrs. Henry T. May of Washington, to Wilhelm Von Rath of the German embassy staff, recently made by Colonel May, reveals the second romance in the life of this beautiful society girl.

The first romance came in her debutante year, when her engagement to Robert Bacon, Jr., son of the French ambassador, was announced.

FINE SHOWING BY RIFLE CLUB

Interesting Window Display of Targets, Rifles and Trophies by Members of Phoenix Organization Attracts Attention

Through the courtesy of the Vic Hanny company, the Phoenix Rifle club is this week making one of the most interesting window displays that has been seen in the city for many months. The exhibit includes firearms of different models, from the first breech loaders made in this country, to the New Springfield rifles, as well as targets, silver cups, medals and trophies won by members of the club.

Among the guns on exhibit are several that are attracting no small amount of attention. One of these is a Ross, a Canadian gun, said to be the only gun made that compares with the United States Springfield. It is loaned by F. C. Hurst. The display of Krags, by Dr. Boido and Mr. Freeman, is also of interest, as these guns can be purchased by members of the club for only \$5.00 and make excellent guns for hunting. A collection of weapons belonging to Col. Cogins includes an old cap and ball pistol, and one of the first breech loaders made in this country.

One of the features of the exhibit is the head of the mountain sheep, killed by Dr. Boido with his sporting Krag carbine. Dr. Boido has been offered \$250 for the head, but states that it is not for sale.

Two large targets in the window testify to the marksmanship of members of the club. One, made by Dr. Boido at 300 yards shows 49 out of 50 shots, an exceptionally well grouped bunch of shots. The other, made by F. C. Hurst, at 500 yards shows 13 bulls eyes out of a possible 15. These, together with a number of fine cups and trophies won by members of the club tell the story of the club's record. In the two years since the club was organized, it has never been defeated, and has won all the cups and medals in the state.

The different articles used in the display were furnished by the following members of the Rifle Club: Dr. Lorenzo Boido, Col. C. W. Cogins, Dr. F. H. Redwell, C. R. Price, Clyde Pickett, L. L. Eden, C. V. Guley, F. C. Hurst, Bert Freeman.

FINANCE AND MARKETS

[ASSOCIATED PRESS DISPATCH]
NEW YORK, July 7.—Trading in stocks was without a definite trend until the final hour, when the list lifted out of its early lethargy to the accompaniment of considerable activity. Gains of 1 to 2 points occurred in that brief period, chiefly on shares of eastern railroads. Specialties were again conspicuous by their unexplained gains of 2 to 4 points. Gould shares were active at marked recessions. Missouri Pacific losing 2 points and collateral bonds five. The sharp decline in these securities were associated with the proposed financial readjustment of the Missouri Pacific system. Rock Island securities, including collateral bonds, preferred and common shares established new low prices. Among the specialties which added to recent gains were Mexican petroleum, Studebaker common and preferred, United States Express, Central Leather, preferred, and General Motors, while United Dry Goods preferred recorded almost four points. In the main the bond market showed a firm undertone, the feature being a six point gain in International Pump Five's. Total sales represented a par value of \$2,015,000.

Stocks.
Amalgamated, 7½; smelting, 6½; Santa Fe, 99½; St. Paul, 100; N. Y. C., 90½; Pennsylvania, 112½; Reading, 164½; Southern Pacific, 97½; Union Pacific, 156½; Steel, 62½; Preferred, 109½.

Metals.
NEW YORK, July 7.—Electrolytic, 13.87; Silver, 56½.

BOSTON COPPER MARKET		
	Bid.	Ask.
Adventure	1¼	1½
Arizona Commercial	40½	41
Alouez	40½	41
Calconet and Ariz	65½	66
Calumet and Hecla	415	420
Copper Range	36	36½
Ray Consolidated	21¼	21½
Giroux	60	100
Greene Cananea	28½	29
Hancock	14	15
Isle Royale	21¼	21½
Lake Copper	6¼	7
Miami	22	22½
Mohawk	44½	45
Mass Copper	4¼	4½
North Butte	25	25½
Nevada Cons	13½	14
Oscoda	76	78
Old Dominion	49½	50
Quincy	56	58
Shannon	5	5½
Superior Copper	27½	28
Tamarack	35½	36
Utah Cons	11	11½
Victoria	2	2½
Winona	2½	3
Wolverine	40	41
North Lake	1	1½
South Lake	2½	4
Chino	41	41½
Utah Copper	58½	59
Tom Reed	345	350
Inspiration	17¼	17½
Shattuck	23	23½

OVERWORKED

Indignant Politician—Why didn't you print all of my speech? Country Editor—Well, to tell the truth, boss, we ran clean out of capital P's.—Puck.

"SEMAPHORE SAMMY" SAVES MANY LIVES

At the plant of the Willys-Overland Co., makers of Overland automobiles, in Toledo, Ohio, there is a certain humble employee who has the distinction of being the most popular man in northwestern Ohio. And though he is daily greeted by a large majority of the 8000 of his fellow employees and officials of the company, and has a cheery "hello" and a familiar wave of the hand for every one of these friends of his, it is safe to say that the paymaster of the firm is the only man in the big organization who knows his real name. For this man is "Sammy" to everyone of the thousands who pass his station several times a day. Some call him "Semaphore Sammy," but the majority are content with the shorter part of his nickname.

Though at first glance, "Semaphore Sammy" looks no more important than any ordinary factory watchman, his is a responsible position. According to statistics compiled by the heads of the firm, "Sammy" daily averts more costly wrecks than even the New Haven railroad is able to bring about in a whole year. In fact, that is "Sammy's" whole duty to avert wrecks, and his capability along this line is shown in the fact that in the fifteen years or more he has been at his post there has not been a single accident attributable to his negligence.

While "Semaphore Sammy's" working quarters in no way resemble those of the towerman on a big railroad, his duties are just as arduous and important. Where the towerman has a big, elevated building, with a long line of switch and derailer levers to manipulate, so that the trains under his control are run on the proper tracks without accident and without loss of time, "Sammy" has only a little watchhouse, scarcely large enough to "whip a cat in" as he puts it himself. Instead of levers he has only half a dozen signalling devices and there are only three roads to watch where the towerman sometimes has 50 or 60 switches and a score or more of tracks constantly under his eye. But "Sammy's" is the nerve-racking and wearing job, for there is more travel in an hour on the three roadways he guards than over the busiest railroad in the world.

"Sammy's" station, where he has held forth since the old Pope-Toledo company occupied the present Overland plant, is at the intersection of three driveways, two of which come from inside the huge quadrangle formed by the factory buildings and the third from the street. This latter driveway is closely hemmed in by two of the buildings and a mammoth new building crowds closely up into the triangular point of the big "Y" formed by the other two roads. Including the cars which are being sent out and brought back from the road test to which every Overland is subjected, factory cars, visitors' cars and heavy trucks, an average of two automobiles a minute cross the three-cornered area.

And here every working day in the year, "Semaphore Sammy" holds away. He occupies the little "coop" which because of the lack of space is literally pasted up against a corner of one of the buildings. Arranged conveniently to his hand are the operating devices for his signals; two electric horns tuned to different keys, an air horn and three sets of sign boards which can be turned so as to flash "Clear" or "Stop," to any of the three driveways.

With an average of 120 cars an hour dashing up to the danger point from three different directions, "Sammy" is usually a busy man. His hands and fingers flash back and forth over electric push buttons, air bulbs and turning-levers as rapidly and bewilderingly as those of a rapid stenographer out for a speed record. To the uninitiated, the necessity for quick action among the collection of devices, is maddening, but "Sammy" is cool and collected all the time. And he accomplishes his work so easily that there is always time for his happy smile of greeting and a wave of the hand for many of the scores of test cars and other drivers as well as employees who rush past his "coop" four times a day to and from the various departments of the big plant.

It is impossible to estimate how much "Semaphore Sammy" has saved every day he has worked here, said President John N. Willys, head of the mammoth plant, one day recently after watching the gray-haired "guardian of the meeting of the ways" work. "Without him, or with an inexperienced and excitable man in that watchhouse, we would have a terrifying number of costly accidents. A tester doesn't like to drive slowly and it takes a cool head and a determined hand to keep those young fellows out of trouble. It is safe to say that 'Sammy' has saved hundreds of serious accidents, with heavy money loss and possible fatal results, every working day for years past. So you see it is always the men who sit at big desks who are the most important cogs in a big machine like ours."

OIL STEAMERS IDLE

[ASSOCIATED PRESS DISPATCH]
TAMPICO, July 7.—More oil tank steamers are reported idle here than at any time in many months. This is partly due to the low prices of oil which makes exportation barely profitable and partly as protest, it is said, against the action of constitutionalists who continued to exact a tax intended to apply to the dredging of Panuco river, but the dredging was neglected.

BOOZE LOSES POTENCY

Columbia liquor must be losing its strength. They have to buy monkeys to put in the park.—Anderson Intelligencer.

OF INTEREST TO OSTRICH MEN

Journal of Agriculture of South Africa Discusses Recent English Plumage Bill and Effect on the Feather Market

Through an extensive exchange list the board of trade is enabled to come in contact with a great number of items of interest to the various activities of this valley which probably would not be known but for many passing periodicals that come to the tables of the secretary. Recently the Journal of Agriculture of South Africa printed the following which will be of great interest to the growers of ostriches in this country, and especially in the Salt River valley.

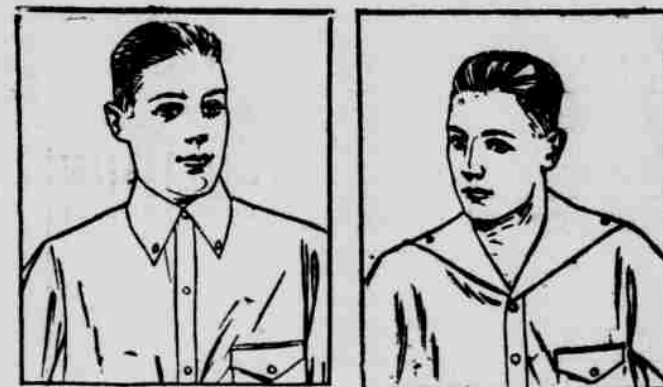
The Anti-Plumage Bill

The bill introduced in the British house of commons designed to prohibit the importation of certain feathers and skins and portions of birds into the United Kingdom on account of the cruelty involved in procuring them has created a good deal of excitement amongst ostrich farmers and ostrich feather merchants.

Owing to the representations that were made by this government to the effect that the obtaining of ostrich feathers was a humane and painless operation, ostrich feathers were excluded from the scope of the bill, as also was eiderdown, though so deeply rooted in the minds of some people is the idea that the plucking of ostrich feathers is a cruel operation that it was proposed to include ostrich feathers when the bill was in committee, but it was not carried.

The bill was supported by the Ostrich Breeders' association and certain leading ostrich farmers on the ground that it was justified and that the sale of ostrich feathers would probably be increased rather than decreased by the prohibition of the use of other fancy feathers. The feather merchants of London have taken a different view, however, as they hold that the whole feather trade will be upset, if the bill passes, and that, instead of ostrich feathers being more largely used in consequence of the prohibition of other feathers, it would be reduced, as they argue that the use of ostrich feathers become law, and it is also likely that and of other fancy feathers rises and similar legislation will be passed in

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See Our Window Display

falls together, and that if less fancy feathers are used less ostrich feathers will also be used. A certain section of the feather merchants have gone so far as to threaten to boycott ostrich feathers if the bill passes.

It appears probable that the bill will argue that the use of ostrich feathers become law, and it is also likely that and of other fancy feathers rises and similar legislation will be passed in

Hire a little salesman at The Republican office. A Want Ad will see more customers than you can.

THREE WIVES FACE SAME HUSBAND IN CHICAGO BIGAMY CASE



Left to right: Mrs. Jessie Springer Nourse, John Joiner (wearing hat), Mrs. R. A. Fontaine, Mrs. Grace Joiner Nourse and William K. Nourse.

William K. Nourse, the "broke" boy broker on trial in Chicago on two charges of bigamy as the result of three marriages, faced all three wives in court the other day. The three were Mrs. Bessie Springer Nourse, Mrs. R. A. Fontaine and Mrs. Grace Joiner Nourse. The father of the latter, John Joiner of Milwaukee, is pressing the charges.

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FARNKLIN EFFICIENCY TESTS PROVE UP GREAT

The Franklin Six-Thirty chassis is 84.4 per cent. efficient according to a recent test made in the extensive automobile laboratory of the Worcester Polytechnic Institute at Worcester, Massachusetts.

In this test the car was run with the transmission in high or direct gear. The rear wheels rested on big steel drums which were connected to water brakes, absorbing and measuring the power. This measured the power that is used to propel the car on the road.

The result of the test showed that 84.4 per cent. of the power developed by the Franklin engine is used to propel the car and only 15.6 per cent. is lost in friction in the tires, slippage and in the friction of the driving mechanism, bearings, etc.

EIGHT FEET PHOTOGRAPHS

See the panoramic pictures in our window. Note the wonderful detail and "true to life appearance" of views taken with our Panoramic Camera. The Circuit Camera, with which these pictures were taken, is the only one of its kind in the Salt River Valley, and must be operated by a man skilled in its use.

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